

LINCOLN CORRIDOR IMPROVEMENT STUDY CONCEPTUAL CORRIDOR ALTERNATIVES STUDY (PHASE 1)

INTRODUCTION

OBJECTIVE OF THE REQUEST FOR PROPOSALS

The City of Los Angeles Department of Transportation (LADOT), as the lead agency of the Lincoln Corridor Task Force (LCTF) which also includes representatives from the California Department of Transportation (Caltrans), the County of Los Angeles, and the Cities of Culver City and Santa Monica, requests written proposals from consultant firms to provide assistance in preparing a conceptual corridor alternatives study for Lincoln Boulevard between Manchester Avenue and the Santa Monica Freeway interchange. This study is the first of two phases.

The objectives of the study are (1) to identify goals, objectives and vision of various jurisdictions for the corridor, (2) to identify discrete segments of Lincoln Boulevard which share similar physical roadway traits, adjacent land use characteristics and urban design constraints, (3) to quantify the future traffic demand to Year 2010 along the Lincoln Boulevard corridor, (4) to identify a broad range of technically feasible alternatives (both traditional and non-traditional solutions) for the corridor, and (5) to recommend a set of alternatives in a multi-jurisdictional environment which uniquely balances capacity enhancing measures, corridor aesthetics, urban design components and multi-modal objectives within each identified discrete segment of Lincoln Boulevard. The study must consider Caltrans' desire to relinquish Lincoln Boulevard as a state highway, the City of Santa Monica's desire that there be no street widening in their city, the ability of the transportation system to accommodate major development projects in the area including Playa Vista in the City of Los Angeles, Costco in the City of Culver City, and the Marina del Rey Local Coastal Program in Los Angeles County. The results of the study will help the LCTF to determine the long-term needs of the corridor and to develop a set of transportation enhancement alternatives to be carried forward into a detailed evaluation.

The LCTF has decided to hire a consultant to provide the LCTF with an improved overview and understanding of Lincoln Boulevard by identifying the current operating conditions, the physical traits and the urban characteristics of the corridor. This overview will assist the LCTF in completing a Lincoln Boulevard Transportation Improvement Plan. The selected consultant team (hereinafter referred to as the Consultant) will evaluate the existing and future operating conditions and features of Lincoln Boulevard.

In this first phase of the study, the consultant will produce a Conceptual Corridor Alternatives Study (CCAS) for Lincoln Boulevard with the goal of establishing a preferred set of transportation improvements which the governmental agencies of the LCTF can formally agree to fund by pooling their financial resources. The second phase of this transportation improvement study for Lincoln Boulevard will provide a more detailed and quantitative analysis of the improvements recommended in this first phase.

PROJECT HISTORY AND DESCRIPTION

Lincoln Boulevard, a Congestion Management Program (CMP) route, is a State Route (SR 1) which has suffered increasing congestion due to the continued growth in traffic along the corridor. This north-south major highway provides four to six travel lanes within the study area, connecting the Central Business District (CBD) in Santa Monica to Los Angeles International Airport and providing major coastal access to the westside beach communities (Playa del Rey, Marina del Rey, Venice and Santa Monica) as well as access to a host of other regional activity centers. Caltrans' "1998 Traffic Volumes" booklet indicates that the average daily traffic (ADT) along this stretch of Lincoln Boulevard was as high as 64,000 vehicles. Parking is provided along Lincoln Boulevard on both sides within the City of Santa Monica and sporadically within the City of Los Angeles adjacent to strip commercial development. Lincoln Boulevard has full interchange connectors with the Santa Monica Freeway, a partial interchange with Culver Boulevard offering a connection from eastbound Culver Boulevard to northbound Lincoln Boulevard, and direct access to the

Marina Expressway (State Route 90). According to Caltrans, numerous intersections along the corridor operate at unsatisfactory levels-of-service (LOS) of E and F. These congestion levels are expected to worsen with the construction of some large development projects proposed for the Westside.

Over the years, local traffic mitigation measures have been constructed in a fragmented and disjointed fashion without the implementation of any significant, long-term, and regional traffic enhancement measures that benefit the multitude of jurisdictions that Lincoln Boulevard serves. The City of Los Angeles and the County of Los Angeles have local plans in which fees are collected from developers to fund long-term regional transportation infrastructure improvements, including capacity enhancements to Lincoln Boulevard. The City of Culver City has also collected traffic mitigation fees from the Costco project near the intersection of Lincoln Boulevard and Washington Boulevard to fund regional improvements in the Lincoln Corridor. However, there is no mechanism for pooling these financial resources, and no mutually agreed upon set of improvements for the corridor.

The Lincoln Corridor Task Force (LCTF) was formed to address the increasing congestion along Lincoln Boulevard, to determine the long-term transportation needs of the corridor and to identify transportation improvement alternatives that balance the traffic demands of land use plans with traffic capacity. The formation of the LCTF and the proposed study have generated great interest and participation from various elected officials and governmental entities including Senator Debra Bowen's office, Los Angeles County Supervisorial Districts (2, 3 and 4), City of Los Angeles Council District 6, California Coastal Commission, Southern California Association of Governments, and the Los Angeles County Metropolitan Transportation Authority.

The LCTF will award one contract as a result of this RFP. It is preferred that the report be completed by a firm or combination of firms with substantial demonstrated expertise in transportation engineering/planning and urban planning/design. Only applications that address all requirements and specifications in the RFP will be accepted for review and considered for contract award. The contract period shall be nine (9) to twelve (12) months. Findings from this contract may form the basis of future contracts for the next study phase which will include more detailed evaluation, design and environmental clearance of corridor improvements.

SCOPE OF WORK

PROJECT OBJECTIVES

The study should:

- a. identify distinguishing urban traits, adjacent land use characteristics and roadway conditions along different sections of Lincoln Boulevard; in defining these distinct segments of the corridor by jurisdiction, also identify each jurisdiction's goals for Lincoln Boulevard.
- b. indicate current corridor features including, but not limited to, lane configurations, traffic signal phasing, roadway and right-of-way widths, sidewalk/parkway features, building set-backs, traffic volumes (roadway and intersection counts), utilities, bus stops, street furniture and environmental factors/conditions (such as mature trees).
- c. estimate the present and future levels-of-service for key roadway segments along the corridor to identify problem locations which operate or may operate in the future at unsatisfactory levels (recently completed traffic studies may be used to collect this information).
- d. provide a detailed list of existing public transit service routes along the corridor with ridership information; and identify any constraints on increased ridership as identified by any MTA or other transit studies.
- e. prepare a list of transportation improvements planned for Lincoln Boulevard and for other arterials that may cause secondary impacts to the corridor.
- f. evaluate and compare alternatives with a varied mix of transportation improvements ranging from capacity driven solutions including, but not limited to, street widenings, new roadway connections, fly-overs, roundabouts, single-point urban interchanges, peak hour travel lanes, etc., to urban design driven solutions including, but not limited to, street furniture, street lighting, transit lighting, pedestrian/security lighting, landscaped medians, sidewalk widenings, pavement treatment, and transit improvements, pedestrian and visual enhancements, as well as a mix of capacity and urban design driven solutions.
- g. recommend a set of alternatives which is most balanced and applicable for each particular segment of Lincoln Boulevard given the future traffic demand, patterns of transit ridership, and the physical and land use design constraints of that particular segment of the corridor.
- h. provide an easy-to-read pictorial summary guide that helps evaluate the pros and cons of each alternative in a creative and meaningful way.

WORK TASKS

TASK 1 - Administration and Management of Work Plan

The Consultant will provide a plan for management coordination and control to ensure successful and timely completion of this report. At the beginning of work under this contract, the Consultant will prepare a detailed work plan, including schedule and cost breakdown for each sub-task described in this scope of services. The Consultant shall submit monthly cost and schedule reports to enable project monitoring. The contract budget and schedule shall be regarded as the baseline against which status and progress are measured and reported.

The Consultant and the LCTF Technical Advisory Committee (TAC) will meet at least monthly to review the cost, schedule status and progress of the work, as well as anticipated problems and potential solutions. The Consultant will prepare status presentations for the LCTF at key milestones to update them on the status and progress of the work. The Consultant will be responsible for preparing and keeping a record of meeting minutes. The Consultant should carefully anticipate the number of meetings that will be necessary, as the cost of all meetings will be included as part of the contract price. The Consultant will assist in preparing for and participating in these meetings, and will provide documentation of the meetings such as presentation materials and meeting minutes.

The Consultant shall submit working and final drafts on all work products in a timely manner to allow for adequate review and revision prior to final submittal schedules. The Consultant invoices shall be prepared to show cost against major milestone tasks.

TASK 1 WORK PRODUCT: Project management plan, contract budget and schedule and quality control plan, monthly progress report, and payment and review milestones; presentation materials, and meeting minutes.

TASK 2 - Community Outreach and Vision Statement

A Citizen Advisory Committee, as formed by the LCTF, will serve to advise the Consultant during the development of the CCAS. The main purpose of the Citizen Advisory Committee will be to serve as a communications conduit by providing feedback and disseminating information about the study to members of the organizations they represent. At the start of the analysis, the Consultant shall meet with the Citizen Advisory Committee to solicit initial input in the development of the work plan described in Task 1. LADOT will assist the Consultant in organizing all Citizen Advisory Committee meetings. It is anticipated that approximately 6 meetings between the Consultant and the Citizen Advisory Committee will be necessary during the development of the CCAS.

The Consultant will organize and conduct kick-off community focus group meetings with elected officials and identified stakeholders. The LCTF agencies will provide the meeting locations. At these focus group meetings, the Consultant will inform the attendees of the goals and objectives of the Lincoln Boulevard Improvement Study in an effort to solicit initial public feedback. Public comments and opinions collected at these initial informational meetings will assist the Consultant in attaining a better understanding of all the issues and potential urban and infrastructure constraints of Lincoln Boulevard.

The LCTF will help the Consultant assemble a list of contact persons needed to arrange the focus group meetings. The Consultant should anticipate the number of meetings that will be necessary. Affected communities are expected to have a significant involvement in the development of the study by helping to identify the urban and infrastructure constraints of Lincoln Boulevard. This initial input will help filter out transportation and land use improvements that may be deemed infeasible.

TASK 2 WORK PRODUCT: Vision Statement indicating goals and objectives for the various segments of the corridor and including a summary of comments and key issues received at focus group meetings.

TASK 3 - Urban Design Inventory

The Consultant shall prepare a report identifying the distinguishing urban traits, adjacent land use characteristics and roadway conditions along different sections of Lincoln Boulevard. This report shall include current roadway features including, but not limited to, lane configurations, roadway and right-of-way widths, sidewalk/parkway aspects, street lighting, building set-backs and utility and mature tree locations. Since Lincoln Boulevard is comprised of several unique segments providing coastal access to different westside beach communities (Playa del Rey, Marina del Rey, Venice and Santa Monica), a better understanding of the corridor's physical, urban and land use features will assist the LCTF and the Consultant in developing a reasonable range of conceptual urban design enhancements and transportation improvements. Also, this report shall indicate each of the LCTF jurisdictions' transportation goals for Lincoln Boulevard.

TASK 3 WORK PRODUCT: Urban Design Inventory Report.

NOTE:

For Tasks 4 to 7, the LCTF Technical Advisory Committee (TAC) will assist the Consultant in the preparation of the different work products. For these tasks, the responsibilities of the TAC agencies and of the Consultant are defined.

TASK 4 - Existing Conditions Report

The work product of this task is an existing conditions report that identifies traffic volumes, roadway segment levels-of-service (LOS), corridor travel times, roadway configuration, typical roadway cross-sections, on-street parking inventory and transit ridership information. This report should incorporate the results of the work product from Task 3.

TAC Responsibilities - The TAC agencies will provide the Consultant with existing traffic counts, roadway striping plans (illustrating lane/roadway/right-of-way widths), on-street parking inventory/utilization, transit service and ridership data, bikeway system information, digital photographs of different roadway segments, information on sidewalk and parkway features, and building set-back. The TAC agencies will identify the different segments along Lincoln Boulevard for detailed analysis and provide the Consultant with LOS and travel time information for these study segments. The TAC will assist the Consultant in obtaining any other data which may be necessary in completing the existing conditions report.

Consultant Responsibilities - With the traffic data provided by the TAC, the Consultant will summarize this information in an Existing Conditions Report. The report should identify current deficient operating traffic conditions (i.e., roadway segments which currently operate at unsatisfactory levels-of-service E or F and corresponding travel times) and an analysis of transit service levels. Also, the report should identify the discrete segments of Lincoln Boulevard which share similar physical roadway traits, adjacent land use characteristics and urban design constraints. The typical existing cross section for each discrete segment of the corridor should also be illustrated in the report. Also, the existing conditions report should identify the existing transit routes and bikeways in the study area, and transit ridership levels for bus routes along Lincoln Boulevard.

TASK 4 WORK PRODUCT: Existing transportation conditions including LOS and corridor travel times, parking utilization levels, transit facilities and service levels, and drawings of typical existing cross-sections for various segments.

TASK 5 - Future Conditions Report

The work product of this task is a future conditions report for horizon year 2010 that estimates traffic volumes, transit ridership levels, roadway segment levels-of-service (LOS), corridor travel times, roadway configuration, and future roadway cross-sections. The report should identify development projects planned and programmed for this coastal area, and identify programmed/committed roadway improvements along Lincoln Boulevard and roadway improvements on other facilities west of the I-405 Freeway which may affect the operation of Lincoln Boulevard.

TAC Responsibilities - Using the City of Los Angeles General Plan Framework Travel Demand Simulation Model, which has been modified to provide additional roadway network detail for the coastal area, LADOT will provide the Consultant with the traffic model results. The results will include forecasted traffic volumes, roadway segment levels-of-service and estimated corridor travel times. The TAC will provide the Consultant with information on programmed transportation improvements and land-use development projects expected to be implemented in the study area by year 2010. Also, the TAC will provide the Consultant with copies of any community or local plans in the study area. Caltrans will provide the Consultant with the roadway striping plans for the State Transportation Improvement Program improvements planned for Lincoln Boulevard.

Consultant Responsibilities - With the traffic forecasts provided by LADOT, the information on related projects and programmed improvements provided by the TAC, and with the community plans, the Consultant will summarize this information in a Future Baseline Conditions Report. The Consultant will review the model results provided by LADOT to identify future problem locations in the study area. The report should identify anticipated deficient traffic conditions (i.e., roadway segments expected to operate at unsatisfactory levels-of-service E or F and/or unsatisfactory corridor travel times) and an analysis of forecasted transit service levels. The anticipated future baseline cross sections for the corridor should also be illustrated in the report. Furthermore, any opportunities to improve pedestrian, visual and transit amenities should also be discussed and documented. All of the information above will assist the Consultant and the LCTF to establish a future baseline conditions so that transportation improvement alternatives can be developed to address the deficiencies of the corridor.

TASK 5 WORK PRODUCT: **Summary report on future baseline transportation conditions.**

TASK 6 - Identification of Alternatives - Community Meeting

Consultant Responsibilities - The Consultant shall organize and conduct an initial community meeting to discuss the results of both the existing conditions and future baseline conditions reports (Task 5). In this meeting, the Consultant shall identify the segments along Lincoln Boulevard that are predicted to operate at unsatisfactory traffic levels and identify locations where opportunities exist to improve traffic flow, pedestrian, visual and transit amenities. The purpose of the meeting(s) is to solicit comments and opinions from local elected officials and community groups on how to effectively address the results of Task 5 and best balance the need to provide additional roadway capacities and to minimize auto trips while providing pedestrian, visual and transit improvements and amenities along the corridor.

Based on the results of Task 5 and on the feedback received from the community meeting, the Consultant shall identify a preliminary mix of alternative potential transportation solutions/enhancements for each discrete segment of Lincoln Boulevard. The conceptual alternatives for each discrete segment of Lincoln Boulevard shall include a wide array of transportation improvement solutions including capacity enhancements, transit proposals, urban design solutions, pedestrian and visual enhancements and/or combinations thereof. Also, potential improvements to other parallel/nearby facilities that may improve traffic conditions on Lincoln Boulevard should also be identified and documented. The results of Task 5 and the feedback received from the community meeting(s) will assist the Consultant in developing a preliminary set of transportation and land use enhancements that would most effectively balance land use plans and traffic capacity.

TASK 6 WORK PRODUCT: **List of potential transportation and land use enhancements, Summary of comments and opinions received from the community meeting(s).**

TASK 7 - Evaluation of Preliminary Transportation Enhancement Alternatives

The work product for this Task shall be the preliminary conceptual corridor alternatives. The evaluation of the preliminary potential improvements identified in Task 6 will be discussed in this report. Also, included in this task will be a summary guide that helps evaluate the pros and cons of each preliminary alternative in a creative and meaningful way. A rating and ranking system shall be developed to measure and compare the benefits of each preliminary improvement in an objective manner. The report should also include rough cost estimates, conceptual drawings, and 3-D rendered drawings where applicable in evaluating the different improvement proposals. Based on the objective ranking system, the report shall recommend a preliminary preferred set of transportation improvements and urban design enhancements which best balance maximizing roadway capacities, minimizing auto trips and providing pedestrian, visual and transit improvements/amenities.

TAC Responsibilities - LADOT will use the travel demand simulation model to test and evaluate the various preliminary transportation improvements. The results of this traffic simulation will be provided to the Consultant so that each improvement tested can be rated and ranked accordingly. Also, these results will include traffic

model plots illustrating traffic volume assignments, roadway volume-to-capacity ratios, and before-and-after comparisons. The TAC will assist the Consultant in assessing the pros and cons of the potential improvements and in developing a final set of recommended improvements. LADOT will provide the Consultant with sample digital photographs of various existing transit, pedestrian and roadway visual enhancements implemented along other corridors, which may be used in developing conceptual drawings and 3-D renderings for the proposed urban design enhancements.

Consultant Responsibilities - The Consultant will develop an objective rating system allocating points to each improvement based on different quantitative/qualitative factors. The Consultant will work with the TAC to develop a rating and ranking system for the different improvements. The evaluation criteria for the potential improvements should include but not be limited to: improved mobility, improved availability of travel choices, reduction of peak-period travel times, maximum cost-effectiveness, minimized adverse and maximized beneficial environmental impacts, minimized negative and maximized positive economic impacts, improved operations and safety of Lincoln Boulevard, improved urban design features, etc. The evaluation should also include a discussion on how improvements to other highways and corridors can reduce traffic volumes on Lincoln Boulevard. Based on the objective rating and ranking criteria, the Consultant should propose a preliminary set of alternatives which is most balanced and applicable for each segment of Lincoln Boulevard given the future traffic demand and the physical and land use design constraints of that particular segment of the corridor. Corridor segments that are potential candidates for Pedestrian-Priority or Transit-Priority designations should also be identified. In addition, the Consultant will use the traffic model results to estimate the positive or negative impacts that the proposed enhancements may have on adjacent facilities.

The Consultant shall evaluate and compare a varied mix of transportation improvements ranging from capacity driven solutions including, but not limited to, street widenings, new roadway connections, fly-overs, roundabouts, single-point urban interchanges, peak hour travel lanes, etc.; to urban design driven solutions including, but not limited to, street furniture, street lighting, transit lighting, pedestrian/security lighting, landscaped medians, sidewalk widenings, pavement treatment, transit improvements, pedestrian, and visual enhancements; as well as a mix of capacity and urban design driven solutions. Because Lincoln Boulevard is a state highway (SR 1), the conceptual roadway drawings will be in compliance with Caltrans policies, procedures and standards. However, since the highway is being considered for ultimate state-relinquishment to the local governing agencies, a non-state standard alternative using less stringent local design standards should also be developed.

TASK 7 WORK PRODUCT: Objective rating system, Lincoln Boulevard transportation improvement alternatives, Summary pictorial guide of improvement alternatives, qualitative matrix of improvement alternatives listing pros and cons of each, and conceptual drawings of various corridor alternatives.

TASK 8 - Final Preferred Set of Conceptual Corridor Alternatives

Once the preliminary conceptual corridor alternatives have been developed by the Consultant and approved by the TAC, the Consultant will hold an additional community meeting to present the preliminary conceptual corridor alternatives to solicit additional feedback/comment. Based on the results of this meeting and any other comments received from other jurisdictions and stakeholders, the Consultant will at the direction of the TAC refine the preliminary alternatives where appropriate to prepare a Final Preferred Set of Conceptual Corridor Alternatives for approval by the TAC and presentation to the Lincoln Corridor Task Force for final adoption.

TECHNICAL AND PEER REVIEW

All study reports and design work products will be reviewed by the LCTF Technical Advisory Committee.

PROJECT SCHEDULE

The contract period shall be nine (9) to twelve (12) months from the date of execution of the contract.